



Trailheads, Access and Parking

The Master Plan will identify designated points for people to access the trail. We want to provide enough so that people won't try to access the trail through private driveways. Is trail access appropriate in this section of the trail right-of-way? If so, what and where are the appropriate access locations?

- Access in this area not appropriate—area residents don't want increased traffic and parking
- Locate access at trail end points only
- Access between road and rail bed should be provided, but not through private driveways

What kind of amenities should be located at access points? Should the amenities be different when access is provided from off-street parking?

- None noted

The Master Plan will identify a combination of on-street and off-street parking along the length of the trail. What route do you anticipate local residents will take to access the trail? What parking options do you think would work best in this section of the trail right-of-way?

- No room for parking in this section—concerns about inadequate parking for property owners
- Parking at either end of trail only—clearly advertise these locations as the only trail access
- Provide parking signs directing trail users to either end (i.e., access points)
- Concerns about public parking near Thompson and Inglewood Hill Roads

Trail Crossings, Amenities and Uses

Where the trail crosses a street or driveway, there is a potential conflict between those who are on the trail and those who are on the street or driveway. What trail crossings are potentially unsafe for residents in this section? What can be done to improve safety at trail crossing locations?

- Need separation between road and trail to provide stacking room for cars
- Require that bicycles have lights
- Speed bumps, signage, markings on pavement—responsibility for safe crossings should be with trail users
- Consider 4-way stops at all major crossings
- Crossing all along the Parkway is potentially dangerous because it's a major (straight) road where cars are traveling at high speeds

The number of property owners using a vehicle crossing, the stacking room available between the trail and the roadway, vehicle and user speed (depends on distance available to build speed), and sight distance are all considerations used in determining who should have the right-of-way. Given these considerations, who do you think should have the right-of-way at each of the roadway crossings in this section of the trail?

- All trail users should stop for cars



The Master Plan will provide for amenities such as restrooms, benches, public open space, interpretative signs and litter receptacles at certain locations along the length of the trail. Are there other amenities that should be considered? Which make sense in this section of the trail, and where should they be located?

- No restrooms or benches in this section
- No picnic areas—they encourage loitering
- Trash cans OK, but only at designated trail access points
- Amenities should be located on county property

Are you aware of any lore, legends or local history about your neighborhood that would be interesting and appropriate to note along the trail?

- Indian burial site (location and name not noted)
- Eagle mating site (location and name not noted)

What special considerations should be given to locating amenities along this section of the trail?

- None noted

A significant element of the Master Plan is planning for different types of users. Different uses require different trail standards, as summarized below:

- 1) Pedestrians
 - 2) Non-motorized wheeled activities
 - 3) Equestrians
 - 4) All uses require a trail safely separated from existing vehicle routes
- Which of these uses, given their spatial requirements and existing adjacent land uses, seem feasible in this section of the trail?**

- Consider fast bikers on E. Lake Sammamish Parkway and slower trail users on rail bed
- No equestrian use in this section—concerns about “spooked horses” and manure causing lake pollution problem

Separating Public and Private Uses

Different edge treatments can be used to separate trail uses from private uses. Fencing, vegetation, and signage are techniques we have identified to date. Can you think of others?

- None noted



East Lake Sammamish Trail
March 14, 2000 Neighborhood Workshop
Orange Team Notes
Figure 3, 4 and 5 maps

To determine what type of delineation is appropriate, consideration should be given to the following:

- 1) Security and privacy for the adjacent property owners
- 2) Safety and aesthetics for trail users
- 3) Protecting natural resources and wildlife corridors

At this time, what kind of edge treatments do you think are appropriate for this section of the trail? Where should the edge treatment be located in relation to the proposed trail?

- Rockery walls and/or vegetation north of Shorelands area may be appropriate
- Vegetation should have varied heights, types, etc—shouldn't be same all along trail
- County should provide bigger and healthier plants along trail—they should set up budget for it
- Edge treatment must keep trail users on trail, but allow wildlife to pass through
- NO chain link fencing—solid, wood fencing good for privacy
- Move wetland (exact location not noted) from east side to west side of rail bed
- Consider moving trail closer to Parkway—keep it as far away from homes as possible
- Bright Creek is a salmon-bearing stream—how do we protect ecologically sensitive areas?

Trail Alignments

Under what conditions should the trail be routed off the rail bed?

- Trail alignment can meander if fast bicycles are kept up on Parkway

Are there places in this section of the trail where these conditions exist? After reviewing the enclosed Class1 Trail Standards, can you think of a potentially feasible off rail bed trail alignment in this section that you believe could meet Class I trail standards and mitigate the conditions you identified? Please explain.

- None noted

General Comments

- Concern for personal safety in areas where people can hide (i.e., dark, hidden corners)
- Consider narrow trail width (i.e., 8 feet) in this section—it's near the middle of the corridor